

## Klawock Cooperative Association, Tribe

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## FACSIMILE TRANSMITTAL SHEET

DATE: 14-Apr-08 TOTAL NO. OF PAGES 3+LH	
TO: Andy Hughes	
COMPANY: ADOT + PF	
FAX NUMBER: 907-465-2016	
FROM: KCA, Tribe	
REGARDING: Comment on STIP SE Region	
 ES/COMMENTS: Thank you.	
Dennis Nickerson	
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## Klawock Cooperative Association, Tribe

810 Bayview Blvd. P.O. Box 430 Klawock, Alaska 99925

Phone: 907-755-2265 Fax: 907-755-8800

Date: 10 April 2008

To: Alaska Dept. of Transportation

& Public Facilities

C/o Andy Hughes- SE Regional Planning Chief

From: Klawock Cooperative Association, Tribe

Indian Reservation Roads Department

Re: Comment on SE Region & AMI-IS

2006-2009 STIP Amendment #17

## Greetings,

Thank you for your time and consideration. Klawock Cooperative Association, Tribe (hereafter "KCA, Tribe") is a federally recognized Tribe.

KCA, Tribe is currently operating an Indian Reservation Roads Program (IRR). Primary focuses of this department are improving surface transportation, health, safety, as well as an economic opportunity for our residents and qualified Tribal members.

This letter is in regards to commenting on the Statewide Transportation Improvement Program; Southeast Region and Alaska Marine Highway System; 2006-2009 STIP Draft Amendment #17.

For starters, KCA, Tribe is recommending that the Hollis-Klawock-Craig Highway Surface Improvement- as well as fish passage improvement and culvert replacement be added to your 2006-2009 Amendment #17. Most settling on this highway has occurred and is in dire need of surface improvement. Klawock-Hollis Highway and the Coffman Cove Road are the two main road links to visitors of our pristine land.

KCA, Tribe addresses fish passage and drainage improvement on numerous streams that swath the Klawock-Hollis Highway. Two streams in particular on this highway are in need to have existing culverts replaced with bridges. Bridges are considered necessary because the two streams (Halfmile & Three-Mile Streams) are primarily used by sockeye. Surveys have shown that these sockeye refuse to pass a man made obstruction compared to a more natural flowing appearance of a bridge.

Culvert replacement on other streams on the Klawock-Hollis Highway are needed because they meet or exceed age limits and are causing detrimental effects to our environment. Waterfall and perched culverts are located throughout this stretch of highway.

Other areas of concern are on the Klawock-Craig Highway. The "S" curves located near the Viking Lumber Mill need to be removed. These curves are proving dangerous when weather elements such as rain, snow, or rain and snow mixture is added. These curves need to be removed to provide safety and comfort to our island residents and visitors to our beautiful POW.

The Klawock-Craig Highway is the busiest highway system on Prince of Wales Island, KCA, Tribe is recommending that a pedestrian-bike path be included in your 2006-2009 STIP Amendment 17. Many residents and visitors utilize this highway for scenic entertainment and to exercise. Having a pedestrian path between the communities of Klawock and Craig would also provide safety and security to our residents and visitors. Tourism is growing on POW.

KCA, Tribe would also recommend using "glassphalt" as the main top surface on pedestrian paths projects in Alaska. Glass is a large part of solid waste, and can be re-used as a surface, as well as gravel on the sides of roads. This should only be used on paths, because speeds in excess of 35 mph are not recommended on glassphalt.

KCA, Tribe also supports and recommends other projects on POW, such as the Port St. Nicholas Road Project. We recommend adding this project to your 2006-2009 STIP Amendment 17. This is the second most used road system on POW.

The Hydaburg Access Road also needs attention. KCA, Tribe recommends adding this road to your 2006-2009 STIP Amendment 17. This road, from the Klawock-Hollis Highway to the community of Hydaburg is very dangerous. It sits elevated from its surroundings, and has very limited safety features (guard rails, more signs, etc.) and you travel at your own risk. Chip sealing is not recommended for this project. Safety is of main concern to have this included.

The Kasaan Access Road is also being recommended to be added to the 2006-2009 STIP Amendment 17. The road was originally designated as a logging road, and has more dangerous curves than the Hydaburg-Hollis Highway. It is also a very narrow road.

Please feel free to contact our office at your convenience if you have suggestions, questions, comments or concerns.

Thank you for your time and consideration.

Miles

Respectfully,

Dennis Nickerson

14-1ps-08 Date Tribal Transportation Director Klawock Cooperative Association, Tribe